

BIG GERMAN DRIVE WINS FRENCH TRENCHES

FINAL
EDITION

The

Evening

World.

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EDITION

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10 DEAD, 50 HURT IN DOUBLE WRECK; THREE NEW HAVEN TRAINS IN SMASH-UP

FIERCE ATTACK AT GIVENCHY BY GERMANS GIVES THEM HALF MILE OF TRENCHES

Second Line of Trenches Also
Pierced, but Not Held
After Drive.

VICTORY WAS COSTLY.

Gains Around Verdun Also
Mark German Offensive
on Western Front.

PARIS, Feb. 22.—Seven German
battalions, by a most violent attack
against the French front in the Bois
de Givenchy region, carried more than
half a mile of French first line
trenches and also second line trenches
in many places, the French War Of-
fice admitted this afternoon.

The Germans occupied first line
French positions on a front of more
than 800 yards. By heavy French
counter-attacks they were repulsed
from practically all the second line
positions.

The War Office reported that the
German losses were very heavy.

The Germans charged the French
lines after a very violent artillery
bombardment lasting several hours.
The War Office last night mentioned
heavy artillery actions at this sector
of the front, reporting that the
French guns were replying energetically
to the German shell-fire.

The Germans hurled high-explosive
shells of all calibres and asphyxi-
ating gas bombs. The French first
line trenches were blown to pieces
under the terrific bombardment at
many places.

The German infantry onslaught
began late yesterday afternoon.
Against a front of less than a mile
the Germans hurled nearly 8,000 men
in successive attacks. Into those
dark columns the French played
steady streams of shrapnel, machine
gun bullets and explosive shells that
wrought terrible loss of life.

The German bombardment had
failed to wreck the French second
line positions. From their third line
the French made a counter-attack and
quickly drove the Germans out of
much of the conquered ground.

Violent artillery fighting, indicating
possibly the beginning of another
German offensive, is continuing
around Verdun. The war office ad-
mitted that the Germans succeeded in
penetrating French first line trenches
east of Brabant-Ormeuse, but re-
ported that two violent German at-
tacks east of Soissons, in the Voges,
were repulsed.

LONDON, Feb. 22.—"Very heavy
fighting is proceeding on the British
front in Flanders, north and south of
Ypres, where the Germans are con-
centrating their attack," said a Rot-
terdam despatch to-day. "Troops are
being sent from Ghent and launched
against the British front at Ypres.
Large numbers of German wounded
are arriving at Ghent and Bruges."

"The British have made many
fierce attacks with hand grenades
and bombs, from trench mortars, and
there has been occasional desperate
bayonet work."

"The fighting continues at several
points from Steenstraete to the south
of Ypres. Combats between aerop-
lanes are general, and the German
line of communications west of
Courtrai has been bombarded."

STEAMSHIPS DUE TO-DAY.

Lafayette, Bordeaux, 10 A. M.
Saratoga, Havana, 11 A. M.
Nieuw Amsterdam, Rotterdam 1 P. M.

GERMANY MUST CALL OFF PLANNED U-BOAT WARFARE

Note From Lansing Will De-
mand Definite Assurance
From Berlin.

WASHINGTON, Feb. 22.—An end of
informal negotiations between Sec-
retary Lansing and Ambassador von
Bernstorff and the despatch of a
final, formal note to Germany em-
phasizing the need for unequivocal
assurances regarding submarine war-
fare, has been practically decided up-
on by the Administration.

One thing only, it is said, can in-
tervene, and that is the arrival from
Berlin of definite assurances that the
deceit regarding sinking of armed
merchants without warning will not
be put into effect March 1 as an-
nounced.

The decree must be made to square
with promises made by Germany in
the Lusitania case exchanges.

It is said the Administration has
come to the conclusion that the con-
fidential discussions between the Sec-
retary of State and the Ambassador
have outrun their usefulness, in view
of the present apparent impasse and
the personal bad feeling that has
grown up between the two diplomats.

Confidential advices from Berlin
today indicated that Germany soon
would inform the United States that
her previous assurances—that unre-
sisting liners will not be attacked
without warning—hold good for
future submarine operations, pro-
vided, however, that such liners do
not carry armament.

As none of the British and French
liners now clearing from American
ports carry any guns whatever, such
assurances from Germany will be in
the nature of reassurances for the
safety for the neutrals they carry,
even under the terms of the new sub-
marine campaign.

ASSEMBLY REBUKES HAMILTON FISH JR.

Putnam Progressive Member of At-
tack on Prosecutor of T. M.
Osborne Is Resented.

ALBANY, Feb. 22.—Charges made
in the Assembly to-day by Hamilton
Fish Jr. of Putnam County that Dis-
trict Attorney Weeks of Westchester
County had been unfair in his prose-
cution of Thomas Mott Osborne, for-
mer Warden of Sing Sing, were or-
dered stricken from the minutes of
the session after Assemblyman Law
of Westchester indignantly protested
against permitting Fish to use such
language. Fish was speaking in favor
of the passage of the Arrows Bill
intended to permit the inspection of
Grand Jury minutes by a defendant
who had been denied a preliminary
hearing before a Magistrate.

Fish assailed the conduct of Mr.
Weeks vigorously. Each allegation
brought a protest from Law, who
finally declared that the Assembly
should not permit a member to cast
reflections against a prosecutor who,
at the time, was directing the prose-
cution committed of. He then moved
that the language objected to be
stricken from the minutes. The mo-
tion was carried with only a single
dissenting vote. The Arrows Bill was
defeated, 32 to 38.

COLBY TOLD HIM OF MORGAN LETTER, SAYS THOMPSON

Senator Surprised to Hear That
Ex-Counsel Now Forgets
All About It.

HE CRITICISES DAWSON.

Colby Denies He Ever Saw or
Heard of Banker's Letter
to Shonts.

Senator George F. Thompson, the
chairman of the Legislative Commit-
tee investigating the relations be-
tween the Public Service Commis-
sion and the Interborough expressed
surprise to-day at the sudden failure
of the memory of Miles M. Dawson
on the witness stand yesterday when
Dawson was questioned about a cer-
tain letter which, Senator Thompson
has reason to believe, was written by
J. P. Morgan to Theodore P. Shonts,
President of the Interborough, about
the proposed Stevens 10 per cent.
contract for third-tracking the L
lines. Mr. Dawson was the assistant
of Bainbridge Colby and resigned
with Mr. Colby on Saturday after-
noon.

"I understand," said Senator
Thompson, "that Mr. Colby's memory
has also suffered complete collapse
on the subject of this letter. It is
most interesting."

"You see, I knew nothing about the
letter until Mr. Colby told me about
it after he was retained as counsel
to the Committee. Mr. Colby told
me ten or a dozen times that this
letter was the most important docu-
ment that could be put in evidence."

"I understood from what Mr. Colby
told me that the letter was written
by Mr. Morgan after Directors Read
and Lane had called on him and
protested against awarding a \$20,000-
000 contract to John F. Stevens on a
basis of \$2,000,000 profit, which was
to be applied to certain commitments
and obligations. In the letter Mr.
Morgan, according to what Mr. Colby
told me, severely censured Mr. Shonts
and Mr. Shonts was very indignant
about it, saying Mr. Morgan shouldn't
have written such a letter to him be-
cause he (Mr. Morgan) knew all
about it."

"And now I am led to believe by
statements in the press that Mr. Colby
says he doesn't know anything about
such a letter. I submit that this is
a most remarkable state of affairs."

We retained Mr. Colby because Mr.
Colby brought to us George W.
Young, who on oath told some of the
inside history of the rejection of the
Stevens contract and gave us the
first intimation of the commitments
and obligations matter.

"Mr. Young was an interesting
witness. But he left the stand just
before Mr. Colby, who was examining
him, got to the matter of the Morgan
letter to Mr. Shonts. Mr. Young said
he was ill and was excused for the
time. He has never been back and
we haven't been able to subpoena
him, although we have been trying
since Sunday. One of our men went
to Mr. Young's apartment in the
Hotel Netherlands this morning and
found all the doors locked."

"Of course, I may be mistaken
about Mr. Colby's memory. He may
remember a letter he spoke to me
about ten or a dozen times and called
the most important document we
could put in evidence. He will have
an opportunity to put his memory on
exhibition to-morrow. But Mr. Dawson
has gone on record, under oath, and I am
amazed at the breakdown of his
recollection, moreover."

"I recall one more," said Mr. Colby's
house when we were sitting around a

Three of the Passengers Who Were Aboard The Express Train in New Haven Smash-Up



AMBASSADOR GERARD
HURT WHILE SKIING

BERLIN, Feb. 22.—American Am-
bassador Gerard's collarbone was
broken in an accident to-day.
The Ambassador was injured while
skiing near Munich and returned to
Berlin at once. In addition to the
broken bone his left leg was injured,
though not seriously. He was taken
to a hospital.

WASHINGTON, Feb. 22.—While the
Ambassador is incapacitated, Joseph
C. Grey of Boston, first secretary,
will act in his place.



JOHN R. BLEDSOE



MORGAN J. O'BRIEN JR.

FIVE DIE IN BROADWAY FIRE; ACTRESSES SAVED BY POLICE

Flames Sweep Through West 44th
Street Rooming House—Hotel
Guests See Victims Perish.

Five lives were lost in a fire which destroyed the Colonial cafe
and rooming house at No. 155 West Forty-fourth Street, a few steps
from Broadway, at a little after seven o'clock to-day.

The patrons of the house, who are
theatrical people, are late sleepers,
and neither they nor the servants of
the establishment upstairs were
aroused until the only stairway was
roaring with flames that swept
through as if it were the flue of a
furnace.

THE DEAD.

ANTONIUS CRISTI, twenty-seven
years old, a waiter.

DOBBS, EMILY, thirty years old,
housekeeper.

JONAS, PETER, thirty-one years
old, a waiter.

KERATSAS, THOMAS, thirty-five
years old, proprietor of the boarding
house.

MUSTOROPULUS, THOMAS,
twenty-four years old, kitchen man.

THE INJURED.

METSON, ARTHUR, actor; right
ear and arm badly burned; feet cut
and burned; to Polytechnic Hospital in
critical condition.

Gregorius Gerasius, a kitchen man,
had been at work all night washing
dishes and cooking the kitchen fire
out. When Harry Kyriakides and
James Corralis, waiters, who lodge
outside, arrived at 7:30 o'clock, he met
them at the door, carrying out a pot
of tea that had boiled over, setting
the kitchen on fire. The waiters told
him to go up to wake the house and

awakened as a critic.

THE KILLED AND INJURED IN NEW HAVEN WRECK

KNOWN DEAD.

TUCKER, —, flagman of Train

No. 78.

CURTIS, —, engineer of Train

No. 5.

M'GUINNESS, —, fireman of Train

No. 5.

PULLMAN PORTER of Train No.

78.

SIX OTHERS unidentified.

KNOWN INJURED.

HARRIS, GEORGE, No. 978 State

Street, New Haven; abrasion of

scalp.

SCHIPPY, JAMES, No. 102 James

Street, New Haven; scalp badly hurt.

M'NAMARA, JOHN, Rose Street,

Ansonia; chest crushed.

NEWMAN, WILLIAM W., No. 97

Haven Street, New Haven; back

bruised.

PENTON, MAY, No. 608 Christo-

pher Street, New York; scalp wounds.

ALLEN, C. E., Quaker Oats Co.,

Groton, hands and face severely

scalded, condition serious.

FISHER, HENRY, No. 76 Horsey

Street, New York; right arm frac-

tured.

GOODYEAR, Dr. R. B., North

Haven, shock, internal injuries, con-

dition serious.

COLLINS, FRANK, 19 Pleasant

Street, Meriden, right hand and

fingers crushed.

LINEHAN, BESSIE, 175 South

Street, Chicopee, Mass.; back and

head hurt.

DONOVAN, Mrs. M. J., 74 Bradford

Street, Springfield, injury to spine.

COFSKI, EDWIN, same address,

abrasions right forearm.

YVONNE, Mrs. GROFFRONELL,

same address, left leg lacerated and

dislocated.

LABADIE, WILLIAM BARN-

DELL, Hartford, internally injured.

JOFFRY, ETHEL, No. 1141 Chapel

Street, New Haven, injuries to head.

CLARK, Mrs. GEORGE, No. 21

Higginson Street, New Rochelle, right

leg fractured.

RICHMOND, Mrs. M., 2108 Dairy

Avenue, New York; internal injuries.

NEENAN, W. F., aged twenty-five,

No. 87 Haven Street, New Haven;

bruised back and abrasions.

PENTON, MARGARET E., No. 2899

Creston Avenue, New York City; pos-

sibly fractured skull.

RIANAUD, A. J., aged thirty-five,

Meriden; dislocated shoulder.

SCHAPPA, FRANK, James Street,

New Haven; head scalded and in-

ternal injuries, will die.

M'NAMARA, FRANK, of Ansonia;

internal injuries and skull fractured,

will probably die.

LOCAL RUNS INTO EXPRESS, FREIGHT TRAIN HITS WRECKAGE, CARS GO OVER EMBANKMENT

Sixteen Seriously Injured by Second
Crash—Rescuers Quickly Stop
Fire From Adding to Horror of Dis-
aster—Yale Students Help Save.

FLAGMAN LOSES HIS LIFE TRYING TO STOP TRAIN

Ten lives were lost and sixteen persons seriously injured in a three-
train wreck on the New York, New Haven and Hartford Railroad three-
quarters of a mile east of Milford, Conn., at a little after 11 o'clock to-
day.

Of the killed four were railroad employees and six were passen-
gers. The list included Engineer Curtis and Fireman McGinnis of Spe-
cial train No. 5, which ran into the rear of the Connecticut River Ex-
press, bound for New York, and threw smashed cars of both trains
against special freight No. 1,003, piling up a huge mass of wreckage, in
which the injured struggled in an impenetrable cloud of dust which did
not settle until ten minutes after the crash. The confusion was made
worse by the starting of a fire, which was soon extinguished.

The Connecticut River express from Brattleboro, Vt., to New York
was stopped by a leak in its air brake line. The engineer and several
trainmen were searching for the leak. The rear flagman was sent back
to protect the rear of the express.

The local, which had been sent out from New Haven to accommo-
date passengers who had expected to take a Boston train there which
was indefinitely delayed because of bad weather, and was filled with
persons from Connecticut towns, was close behind the express.

FLAGMAN KILLED TRYING TO STOP TRAIN.

The flagman saw it almost as soon as he headed back down the
track. In his brave determination to avert the collision he ran straight
along the middle of the track until he was struck down and killed by
the locomotive of the local.

The local plunged on into the rear car of the express, crumpling and
splitting it. The locomotive left the track, rolled over and dragging the
first car of the local with it rolled down a fifty-foot embankment into a
brook. The last car of the express also rolled over, but was checked on the
brink by the upright of the electrical traction equipment.

The two next cars of the express train buckled to the north and
were thrown violently against the freight, which was moving slowly in
the same direction on the next track, shattering the passenger coaches
against the sides of the steel coal condolas.

Curtis and McGinnis were instantly killed, as were a woman and two
men in the coach which went down the bank. The Pullman porter of the
express train died before he could be taken from the car.

At the moment of the collision George W. Clark of Milford was standing
within twenty feet of the express train. When he saw the engine crumple
the rear car of the express and topple down the bank and a moment later
curls of smoke coming from the smashed cars, he headed for where the fire
threatened most and led passengers in a fight on it. His clear-headed action
probably saved many lives. When the fire was extinguished he led in the
rescue work.

Train No. 12, with a score of physicians and nurses from Bridgeport,
narrowly escaped ramming the wreck. The train was stopped at Washing-
ton Bridge. The engineer then went ahead at reduced speed, but he was
misinformed as to the exact place of the accident and saw the wreck ahead
of him on a curve only in time to stop on the emergency brakes, with the
cowcatcher of his engine ten feet from the locomotive of the express. The
passengers piled out in a panic.

Fifty injured persons were taken to the Bridgeport Hospital on the
arrival of the relief train.

THREE STUDENTS HAVE NARROW ESCAPE.

Morgan J. O'Brien Jr., son of the former New York Supreme Court
Justice, John R. Kilpatrick, the Yale football star, and Allen Corey, son
of W. E. Corey of the United States Steel Corporation, were wrecked ahead
of the rear car of the express. O'Brien was slightly cut and bruised. The
other two were unhurt. The three were among the first to emerge from